

Today's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions from THE REGISTRAR, SUPREME COURT, to sell by

PUBLIC AUCTION,

ON FRIDAY, the 14th June, at Noon, at their Sales Rooms, Ice House Street, FOURTEEN NEW SINGERS SEWING MACHINES.

ALSO, A quantity of AMERICAN FANCY LAMPS.

TERMS:—As Usual. HUGHES & HOUGH, Government Auctioneers, Hongkong, 12th June, 1901. [623c]

PUBLIC AUCTION.

THE Undersigned have received instructions from the Official Receiver to sell by PUBLIC AUCTION, at the TAK CHEUNG FIRM in Bankruptcy, On

FRIDAY, the 14th June, at Noon, at their Sales Rooms, Ice House Street.

A QUANTITY OF PIECE GOODS, FURNITURE, FINEST, &c., &c., &c.

TERMS:—As Usual. HUGHES & HOUGH, Government Auctioneers, Hongkong, 12th June, 1901. [624c]

NOTICE.

THE INTEREST AND RESPONSIBILITY OF MR. FREDERICK EDWARD RICHARDS in our Firm at this Port, COLONIA AND LONDON CEASED by Mutual Consent on the 5th inst. DODWELL, CARLILL & CO., FOOCHOW.

FOOCHOW, 7th June, 1901. [622c]

FOR YOKOHAMA AND KOBE. THE H.A.L. Steamship

"SAMBIA" Captain Schmidt, will be despatched for the above Port, TO-MORROW, the 13th instant, at Noon.

For Freight or Passage, apply to HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 12th June, 1901. [625c]

NAVIGAZIONE GENERALE ITALIANA, (Florio and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connexion with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

ALSO, VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALAIO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BORMIDA" Captain D. Costa, will be despatched as above TO-MORROW, the 13th instant, at Noon.

At BOMBAY, the Steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, 12th June, 1901. [624c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW. THE Company's Steamship

"THALES" Captain Robson, will be despatched for the above Port, on FRIDAY, the 14th instant, at 10 A.M.

For Freight or Passage, apply to DOUGLAS LARPAK & Co., General Managers.

Hongkong, 12th June, 1901. [619c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR HAIPHONG. THE Company's Steamship

"HAILONG" Captain Bathurst, will be despatched for the above Port, on FRIDAY, the 14th instant, at Noon.

For Freight or Passage, apply to DOUGLAS LARPAK & Co., General Managers.

Hongkong, 12th June, 1901. [618c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY. THE Company's Steamship

"MAIDZURU MARU" Captain K. Suzuki, will be despatched for the above Ports on WEDNESDAY, the 26th instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 12th June, 1901. [222c]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SAMBIA" Captain Schmidt, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M. TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 19th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 19th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE, Hongkong Office.

Today's Advertisements.

TO PARENTS AND GUARDIANS.

AN ENGLISH YOUTH WANTED as an APPRENTICE in the STORE.

Apply to

W. BREWER & CO., Queen's Road, Hongkong.

12th June, 1901.

TO LET.

FOR Three Months, from 20th JUNE, a FURNISHED HOUSE at KOWLOON.

Apply to

"F.Z." C/o This Office, Hongkong, 12th June, 1901. [621c]

Intimations.

EYE-SIGHT.

Mr. N. LAZARUS,

Oculist-Optician, of London and Calcutta, may be consulted for SPECTACLES.

at 16, Queen's Road Central,

(R. HOUGHTON & Co.)

(Nearly opposite the HONGKONG HOTEL). Business hours—9 A.M. to 5 P.M.

A GREAT proportion of characters and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of 'Eye Strain' ending in serious forms of disease.

Glasses specially adapted in youth to those requiring them save and preserve the sight.

Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVICE FREE.

[1451b]

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No Fire Insurance has been effected.

HAMBURG-AMERICA LINE, Hongkong Office.

LOCAL AND GENERAL.

NOTICE.

We offer a prize of fifty dollars for the best sketch of a project for the capture of this island by a hostile force, Russian or French or both combined, not with a view to permanent occupation but with a view to the destruction of the Naval Yard, Arsenal and Barracks and the retirement of the hostile force to its ships, the actual position of affairs at the moment in Hongkong and the actual strength of our feet and its distribution being assumed, and war declared, or about to be declared.

This is a subject which should readily interest our readers, and we trust that we shall have a good batch of manuscripts to consider. Articles should not exceed two thousand words in length; they must be written on one side of the paper only and should reach this office before 5 p.m. on Saturday, 29th instant. All articles to be addressed to:—

The Editor, "Hongkong Telegraph,"

59, Queen's Road Central.

THERE are temporary vacancies in the Colonial Secretary's Office for a typewriting clerk; salary \$100 per month, and an office clerk; salary \$50 per month, vide advertisement appearing elsewhere.

WE shall be obliged if any subscriber on receiving his paper late or irregularly will write on the Wrapper of the paper the Time of delivery, etc., and forward the Wrapper to the Manager, Hongkong Telegraph Co., Ltd., 59, Queen's Road Central. The wrapper will enable us to check the delivery coolies.

It may be noticed that we are publishing a gazette of interest to the shipping community generally, giving the names of officers on leave, promotions, transfers, etc. We imagine it will be found useful by many shipping people here, who can see at a glance where their friends are at the time. We shall be much obliged for any information from our readers tending to keep the column up to date.

THE Rajah of Sarawak has issued the following notification to the inhabitants of his capital:—Owners and occupiers of land in Kuching are requested to keep, as far as they are able to do so, the sensitive plant from growing and spreading. This pernicious weed if allowed to grow destroys in time all good grass and pasture, as may be seen in adjacent places—Singapore for example. We have some waste pieces of land in Kowloon, where a sensitive plant of some species or other has destroyed the grass, such as it is.

WE hear that the great exodus of Chinese which is taking place from the Colony is affecting many of the firms which employ Chinese labour. It is the better paid men who can afford to go to their villages to escape the plague, and these men are the most valuable ones to their employers and consequently the most missed. It is a great pity that these people cannot be brought to see that they gain nothing by going from one plague-stricken spot to another. If the inhabitants of villages to which they flee had a grain of sense they would pack these very undesirable visitors back to Hongkong post haste, but then the Chinaman does not possess common sense regards sanitation, and so the plague is spread far and wide.

THE *Dombay Gazette* says:—The S.S. *Manila*, (Captain R. L. Haddock, R.N.R.) bringing a second contingent of Boer prisoners from South Africa, for Ahmednagar, arrived in Bombay Harbour about midnight on the 21st ult. The vessel anchored off the Sassoon Dock, where the prisoners were landed on Wednesday afternoon. They were brought ashore in barges and subsequently despatched in two trains to Ahmednagar. The strictest precautions were observed to prevent the recurrence of any incident like that connected with the arrival of the previous contingent, when one of the prisoners escaped. On that occasion permits were issued to privileged persons to enter the jaily shed at the Prince's Dock, but in spite of the precautions observed some people without passes got inside the barracks. On the present occasion the place of landing was changed, no permits were issued and instructions had been given that nobody except the military on duty would be allowed in the dockyard during the disembarkation and entraining of the prisoners. The Boers brought by the *Manila* number 490 and include four officers. The escort numbers twelve officers and 106 men.

THE Australian correspondent of the *N. C. Daily News*, writing from Melbourne on the 25th of April says:—Messrs. A. H. Byron and A. R. Baird of Melbourne, claim to have discovered a new motive power. "Lighter than air, considerably more powerful than dynamite, exceedingly simple and nominal in cost"—these are some of the virtues which the new "element" (as it is termed by an enthusiastic admirer) is stated to possess. It has been named "Byronite," after the principal of the firm, and communications are in progress with the British Admiralty concerning its advantages for submarine torpedo boat purposes. "Byronite" consists of a powder like fine sand manufactured, it is said, from cheap vegetables.

On the application of a certain chemical to this substance a gas is generated which can be used, it is said, in any gas engine. "We claim," says Mr. Baird, "that we can take a mail steamer from Australia to England with twenty tons of this motive power, the cost of which is only about £5 per ton. Boilers, coals, funnels and stokers can be dispensed with." Mr. Byron is also the inventor of an air ship, the motive power of which is to be "Byronite," and he expects to have the ship completed within a month, when he proposes to ascend from the Exhibition grounds, and sail five miles beyond the "Rip" and back again in an hour and

gaps filled up with the mud which does for mortar in this Colony. In any other place than Hongkong this wall would be condemned by the Authorities and would be immediately pulled down. Why such jerry-built affairs are allowed to be put up we really don't know, for they must lead to collapses and loss of life.

Where the old Stag Hotel is being demolished the wall of the house to the westward is exposed, and is a splendid example of the jerry builder's art. It is a mere jumble of old odds and ends of brick put together anyhow, and on top of this it seems that a couple of new storeys have been built. We should like to know who gave permission for such a rash act. There are large cracks apparent here and there, and to us the whole affair looks as if the least push would bring it tottering down. When it does fall we hope that a few of those responsible may be beneath.

The Situation in the North. Our Tientsin Correspondent, in the letter which we published yesterday, does not look at the present state of affairs with any great hopes of the troubles speedily being brought to a close. Our Correspondent is not a pessimist, but sees further than most folk, as is evidenced by the fact that it was he alone who drummed into the heads of the Authorities and the Public the approach of the Boxer rising, as a reference to back numbers of the paper will show.

Our Correspondent points out, and very truly too, that none of the real instigators of the rising against foreigners have been adequately punished. The Chinese have hoodwinked the whole of the European Powers and we are at the present time no further ahead than we were at the commencement of affairs last year. It is being freely stated, too, that the troops who are now leaving the north have been ordered to do so by the Chinese Government, and he must be very ignorant of Chinese affairs who cannot see that such a statement will be accepted far and wide throughout the Chinese Empire as the true explanation of the withdrawal of the Allies.

We have continually pointed out how no good could possibly accrue were any of the troops withdrawn before the return of the Court to Peking, and we have no hesitation in saying that this condition, viz., that the Court should return before terms were discussed, should have been insisted upon. The suspension of the examinations as a punishment has fallen through too, and it is not too much to say that our European Diplomats have given in all along the line and have been hopelessly defeated by the more cunning Chinese. It was a great mistake to discuss anything with China. That is not the way to deal with Orientals at all. The Powers should have decided upon their joint demands and presented them and then refused to abate one title of them. They should have refused to negotiate through any persons appointed by the Court but should have insisted upon the return of the Empress Dowager and her unfortunate nephew to the Capital and should have carried on all negotiations direct with them. When we wonder, why European Diplomats see that China can only be brought to account by firmness? Directly one concession is made a thousand more are asked or taken, and so it will be to the end of the chapter, unless we adopt other methods of dealing with China.

As matters now stand it looks very much as though the conservative party amongst the northern Chinese were merely waiting for the withdrawal of the troops to commence operations once more. This time, we have little doubt, they will take steps to draw the Yangtze Provinces into the general conflagration, and if they succeed the Powers will have only themselves to blame. And so long as this state of anarchy continues there can be no hope for trade or anything else in China. Matters will go on for a year or two fairly quietly, perhaps, and then another outbreak will occur which will probably throw the last into the shade from its fierceness and widespread influence.

REUTER'S TELEGRAMS.

THE TRANSVAAL. ARMING OF SURRENDERED BURGHERS.

LONDON, June 10th.

Surrendered burghers in the Middleburg district of the Transvaal have been armed by the British, and are willingly protecting stock grazing on the Cowlands.

THE ALLIES IN CHINA.

It is stated in Berlin that during the absence of Count von Waldersee from China, the Powers have agreed that the senior officers of the allied contingents shall resume command of their own troops.

LATER.

THE CHINESE INDEMNITY QUESTION.

America has formally apprised the Powers that she does not consent to a joint guarantee for the Chinese indemnity.

BRITISH SOUTH AFRICA.

A despatch from Lord Kitchener states that 2,640 Boers were killed, taken prisoners, and surrendered during May. Since the 1st instant, the figures total 472.

WEATHER REPORT.

The Observatory report says:—On the 12th at 12.5 p.m. the barometer has fallen considerably on the E. and S.E. coasts of China. Pressure is in defect generally, with a depression over the North of the Sea of Japan, and another area of low pressure lying over the S.E. coast of China and Formosa. Gradients slight for S.W. winds in S. China. Forecast:—A S.W. wind with rain or drizzle, and a

We hear that Mr. J. Williams of the *Hongkong* is down with typhoid at Shanghai. We hope this will be proved to be untrue—"Genial Johnny." It reminds us of Bret Harte's lines, "There was Dick, Harry and Jim All no account men And then to take him."

WE draw our readers attention to the advertisement in another column of the well-known Green Island Cement Company, where it will be seen that the price of cement has been advanced 30 cents per cask and 30 cents per bag, of 375 lbs. and 250 lbs. respectively. The increase dates from June 1st.

A NATIVE correspondent of a Shanghai paper suggests a very reasonable explanation of the recent fires at Peking. He says that the eunuchs have long been selling the contents of these palaces, which have been left in their charge since the capture of Peking; they are now alarmed at the news that the Court contemplates returning, knowing that their heads are at stake if their thefts are detected, and it is to cover up their tracks that the palaces have been set on fire.

THEY say that once you are East of Suez you leave manners—and some, even Rudyard *inter alia*, say morals—behind you. But this is not so. True Oriental politeness is the very same and mould of manners. We have come across a recent instance. A very busy merchant received a call from a Bengali gentleman, who sent in his card. The merchant, who was wrestling with a cohort of brokers at that moment, wrote across it "Kindly wait a few minutes. The cares and troubles of jute, or grey shirtings, or something like that, swarmed thick upon the merchant and he forgot all about his caller. Five hours later the merchant received a slip upon which was written:—

"Please may I wait a little longer? Could politeness soar to a greater height than this?"—*Rangoon Times*.

SANITARY BOARD.

A meeting of the Sanitary Board will be held on Thursday, the 13th June, at 4.15 p.m.

- ORDERS OF THE DAY.
1. Minute by His Excellency the Governor relative to the erection of properly lighted and ventilated Chinese houses.
 2. Reply from the Honourable the Colonial Secretary relative to the natural and artificial lighting of the Central Market.
 3. Replies from Government relative to the Board's recommendation regarding the Estimates for 1902.
 4. Reply from Government relative to the submission of plans showing the laying out of new districts.
 5. Reply from Government regarding the closing of Chinese theatres.
 6. Letter from Government concerning the use of quicklime in burying plague cases.
 7. Mr. Ed. Osborne, pursuant to notice, will move—
 - That persons suffering from Plague (or under observation) be allowed to remain in their own homes provided all other persons occupying the same floor are removed, except 3 adults to attend the patient, and provided a written certificate be produced from a medical practitioner that he has charge of the case. Government, their names and addresses published, and to report at once to the Medical Officer of Health if they find the patient is not kept isolated, in which event the patient be immediately removed to the Plague Hospital.
 - That the bodies of Chinese who have died of Plague may be confined in the usual Chinese manner by relatives or friends and removed from the Colony without any restrictions.

- AGENDA.
1. Correspondence relative to the public latrines.
 2. Plan of a latrine in Wing Wan Street.
 3. Correspondence relative to a new Plague Cemetery.
 4. Two additional Mortuaries and one Plague Cemetery at Kowloon.
 5. Application relative to the treatment of plague patients on Kowloon Marine Lot No. 90.
 6. Report of the analysis of the public Water Supplies of the Colony for the month of May.
 7. Correspondence relative to the analysis of two samples of Milk.
 8. The analysis of a sample of water taken from No. 1, Des Vaux Road Central.
 9. Sporadic cases of Bubonic Plague at Swatow.
 10. Time-washing Report for the fortnight ended June 10th, 1901.
 11. Mortality Returns from Macao for the weeks ended May 26th and June 2nd, 1901.
 12. Mortality Statistics for this Colony for the week ended May 25th, 1901.

CORRESPONDENCE.

We do not necessarily endorse the opinions expressed by Correspondents in this column.

A RUBBISH HEAP.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." DEAR SIR,—I hope this time I won't be accused of having "plunged into print without assuring myself of my facts."

What I want to know at present is who is responsible for the rubbish that is thrown in the street since the fire occurred in Queen's Road West since Saturday night? I believe we are in a civilised country, and under the flag of Great Britain and Ireland whose flag and name is a terror to the whole world, and yet such a disgraceful thing is allowed to take place. Can you tell me, Sir, who is responsible for this affair? Surely there must be a person responsible, the Police, the Sanitary Board, or somebody whose special duty is to look after the health of the Colony, especially when we have the plague playing such havoc in our midst, sparing neither rich nor poor.

I am almost certain Sir, if you take a drive and have a look at a place between the German Tavern and The Rose Shamrock, and Thistle you will confirm my statements.

Thanking you in anticipation.

Yours, E. J. E.

Hongkong, June 12th, 1901.

[We quite agree with E. J. E. that the rubbish, he refers to should be cleared away without delay. It is not only partially blocks Queen's Road, but it is also a disgraceful sight, and it is a disgraceful thing to allow it to take place. Can you tell me, Sir, who is responsible for this affair? Surely there must be a person responsible, the Police, the Sanitary Board, or somebody whose special duty is to look after the health of the Colony, especially when we have the plague playing such havoc in our midst, sparing neither rich nor poor.

THE BEACONSFIELD FIRE.

Yesterday afternoon the enquiry on the fire at the barber's saloon in Beaconsfield Arcade was resumed.

Mr. Hastings represented the owner of the premises, and Mr. Robinson the Commercial Union Insurance Company. Mr. Hastings drew his Worship's attention to the fact that the Insurance Company

standing the position of the wood, for any one to leave the shop by the front door. (Witness explained the process—a very simple one. By placing the wood against a half-opened door, the beam would fall into position when the door was shut.)

His Worship—Very simple indeed. Mr. Hastings—Yes; it never struck me like that. I give him credit for being very ingenious.

Mr. Robinson—It's very easily seen, if you look at any door.

The Court on sitting at 10 a.m. to-day, adjourned to view the remains of the goods that were in the shop at time of the fire.

P. C. 92 examined in Chief yesterday, was recalled. He said a communication was made to him by Private Kent to the effect that he, Kent, had seen two of them leave there a few minutes before the outbreak of the fire.

He said nothing until a few days after the fire when he knew proceedings were to be taken. Mr. Hastings objected to some further evidence from P. C. 92.

A discussion ensued between Mr. Robinson and Mr. Hastings as to calling Mr. Labin. At this juncture Inspector Maclellan was then sworn. He said he did not go down to the seat of the fire till 9 a.m. next morning. He found the place in great confusion and all scorched. All the articles in the shop have been brought to the Police Station. In the ladies room there was a writing desk, washstand and a case with 24 drawers in it, a screen being between the washstand and case. In the next room was a washstand with a small press at each end.

He did not see anything at the South wall or under the windows. There was case with 16 drawers in it lying upside down with the drawers all burnt, almost completely consumed.

Questioned by Mr. Robinson the writing desk only had the top burnt. The two presses under the first washstand mentioned, were singed on the outside, the inside being clean and fresh. Inside were 2 pens, about 1 lb. of bread. Mr. Davis came a little after he arrived. A number of the drawers in the large press were empty, one or two had wigs and false whiskers, some had hair pins in, and some contained papers and letters, curling tongs, tooth brushes, etc. Mr. Robinson instructed him to collect all the broken glass. He did so. The weight of the bottles collected was 16 lb. The window glass totalled 65 lb. A quantity of small pots and jars weighed 10 lb. Mr. Robinson asked if an inventory had been taken of the contents of all the drawers in the large press. Mr. Hastings called Mr. Labin who said (with the aid of an interpreter) he did not remember having examined the contents of the washstands. He did examine some of the drawers in the large case and found some hairpins and combs, the drawers being opened by Mr. Roza.

He did not remember examining any other drawers. He opened some doors, he behaved in the way of the gentleman's servant. He went to see Mr. Roza to see if he had any merchandise, he found a little everywhere. After a rapid examination he came to the conclusion Mr. Roza had sufficient merchandise to enable him to do business with him.

He was occupied in selling goods to him not particularly noticing where it was placed.

Mr. Labin was examined at some length, the chief point elicited being that he was not particularly interested in where the stock was placed and did not carefully examine each separate drawer and cupboard.

A Sanitary Inspector sworn, said, "I went to No. 9 Beaconsfield Arcade at 5 p.m. on the night of the fire, the first, and asked the occupier if he wished to have the premises fumigated. He received the answer 'No.' The place was not fumigated. Mr. Da Roza asked for some chloroform of lime. Mr. Da Roza locked up the shop shortly after 5 p.m. and went away."

Mr. W. Reed, called, said he was a foreman in the Ordnance Department and was living at No. 3 Wild Dell on the 21st May. He knew Mr. Da Roza who lived at No. 1 Wild Dell. Being introduced by a friend he became a monthly customer at Mr. Da Roza's shop. On May 21st the witness went to the shop to be shaved between 4 and 5 p.m.

He was asked by Mr. Da Roza if his wife would call and see Mrs. Da Roza as she was seriously ill. The witness went straight home arriving shortly after five. He spoke to his wife who went in to see Mrs. Da Roza. The witness went into Da Roza's place about 8.30 p.m. He found there Mrs. Varcoe, Mrs. Da Roza (who was in bed) and his wife. He was there about half an hour, then Mr. Da Roza came in, it was about 9 p.m. with his half brother. The witness and his wife were with the Da Roza's until 10 p.m. He looked at his watch, mentioning it was time to go home. Mr. Da Roza was in the house when he left. On one occasion Mr. Da Roza left the room, it was about 9.15 p.m., to get his wife a drink. With this exception Mr. Roza and his brother were in the room with the witness from 9 p.m. to 10 p.m. He could swear to this. The witness knew nothing of the fire till 3 days afterwards. Mr. Da Roza was dressed in a white suit and was wearing a straw hat.

In answer to Mr. Robinson, Mr. Da Roza was only absent from his presence for 5 or 8 minutes. At the conclusion of the witness' evidence neither Mr. Hastings nor Mr. Robinson wished to address the bench. The enquiry was adjourned to Friday at 11 a.m.

THE PLAGUE.

Number of cases reported (Chinese) 1,126 up till noon of the 11th June, 1901. Other Asiatics 32 Europeans 18

Number of cases reported (Chinese) 23 during the past 24 hours. Other Asiatics 3 Europeans 0

Total number of cases reported to date 1,202

Number of deaths reported (Chinese) 1,085 up till noon of the 11th June, 1901. Other Asiatics 21 Europeans 5

Number of deaths reported (Chinese) 0 during the past 24 hours. Other Asiatics 0 Europeans 0

Total number of deaths recorded to date 1,131

Since noon on Saturday last the cases and deaths are—

Cases Chinese 79 Other Asiatics 3 Europeans 3

Deaths Chinese 80 Other Asiatics 1 Europeans 0

Total 81

The plague returns for last week were—

Cases 151 Deaths 155

The returns for 12th June, 1894, were—

Total deaths to date 1,547 New cases in previous 24 hours 69 Deaths in previous 24 hours 86 Patients under treatment 291

Two more Indians from Kowloon side, have been removed to Kennedy Town Hospital.

We regret to state that Mrs. J. Levy, of 47, Staunton Street, was removed to Kennedy Town Hospital this morning suffering from plague.

On enquiry at Messrs. Bradley and Co. Mr. and Mrs. Brownhill were reported as having passed a very satisfactory night, but later we learn a slight relapse has taken place.

The Sanitary Board officers were at work at room 34 in the Connaught House yesterday evening. No fault can be found with the general arrangements of the house. No all round fumigating and consequent total closing up is anticipated, people leaving may possibly jump out of the frying pan into the fire.

We learn that the *Empress of China* that left Hongkong a short time back, is bailed up at Nagasaki, a case of plague amongst the Chinese passengers having been discovered on board. The C. P. R. have all taken extraordinary precautions with regard to their steamer, but the best laid plans of men and mice may go agley in the present state of things.

The Sanitary Authorities are certainly carrying out the cleansing of Beaconsfield Arcade very thoroughly. The whole place is being thoroughly scrubbed down with disinfectants prior to fumigation being carried out. Old and rotten wood-work is being removed and all woodwork, which is in a good condition is being well soaked with crude carbolic acid. Wherever a rat hole is apparent the spot is opened up, cleaned out and deluged with strong carbolic. If plague makes its appearance next year in this block of buildings it will not be an account of their having been improperly cleaned now.

The tailor's shop in Beaconsfield Arcade is a disgrace to any civilized place, particularly when one takes into account the fact that it carried on business exclusively with Europeans. The shop is one mass of filth and rubbish, and we are told that a lot of the stuff carried away by the proprietor had to be followed up and destroyed by the Sanitary Authorities. The place swarmed with fleas and we should not care to have worn any clothes manufactured there. These shops should be turned out at least twice a year and thoroughly cleaned. It is no use just shifting the filth on one side and whitewashing. All the odds and ends which the Chinese are so fond of collecting away from their shops periodically, and we think that some steps should be taken to see that this is done, at least in shops which cater for the European community.

AT THE MAGISTRACY.

SYSTEMATIC SWINDLING. The master of the Hop Hing Loong shop, 367 Queen's Road Central, was charged with having a set of weights faked (that's the proper word) very much to the detriment of his customers. Inspector W. Ford prosecuted. The defendant was fined \$100 or three months' hard labour.

Man in shop, Weights all gay, Customers come, Fine can pay.

A SHIPPING CUSTOMER. Tam Kai stated he was coming up from the hold of the s.s. *Italian* with some sweepings. But L. S. 32 John Grant charged him with stealing some "Beche-de-Mer" and having it concealed in his trousers. Fourteen days' hard labour.

PIRACY RIFE IN PECHILI GULF.

JUNKS FREQUENTLY PLUNDERED.

TOKIO, June 3rd. An official despatch from Chefoo to the Japanese Government states that only one Chinese gunboat has been sent to suppress the pirates to the west of Chefoo and to the south of Liaotung. A single gunboat was not sufficient to suppress the piracy, and things have been getting worse lately. Chinese junks are frequently attacked and robbed, and communication along the coast is much interrupted. A large quantity of merchandise is stored in Chefoo and the local market is affected. Various Japanese steamboats have been chartered lately to tow junks to Rikuo, Kotogai, Yakakko and Tanshan, near the frontier of Chihli; but the pirates show no sign of relinquishing their depredations. The latest report is that large piratical craft have been seen cruising off the coast to intercept and board passing junks. The pirates have fire arms, swords and other weapons and a number of casualties have occurred already. —Mainichi.

COREAN NEWS.

(From Japanese Papers.) TOKIO, June 4th. An official despatch from Seoul to the Japanese Government states that a large number of malcontents rose at Kanzon, a place between Mitsui and Kotsukir, in Keishocho, on the 3rd inst. In the disturbance one Japanese soldier and one coolie guarding the telegraph line were severely wounded. The Koreans were roughly estimated to be not less than 100. The Japanese authorities in Fusan have sent one Police Inspector and two policemen to the place. —Mainichi.

The time expired Japanese troops from Gen-san and Fusan sailed by the *Konoura Maru* for Japan to-day.

CHUMULO, June 4th. The French cruiser *Surprise* from Quelpart arrived to-day. —Mainichi.

SMUGGLING OFF BORNEO.

TWO CHINAMEN SHOT.

News has just reached Singapore, says the *Straits Times*, that on the 22nd of last month while on an inspection trip to the Boreong Islands on the West Coast of Dutch Borneo, Mr. J. Twysel, a Customs officer of Sengkang, caught sight of a Chinese junk or *wangkang* flying on ensign. She was landing goods on one of the Boreong Islands. The Customs officer boarded her and requested to see the papers, which request was refused. The officer insisted on seeing the papers, whereupon two of the Chinese crew of the *wangkang* took up guns and fired several shots at the *sampan* in which were the Customs Officer and his men. The *sampan* was hit and holes were knocked in her. Mr. J. Twysel and one of his men returned the fire with rifles and shot one of the Chinamen dead, and wounded another in the right arm. The rest of the *wangkang's* crew, numbering thirteen, took flight and hid themselves in the hold of the vessel. Mr. Twysel and his boatmen went on board the junk, took charge of her, and brought their prize to Sengkang, where the Chinamen were handed over to the Dutch authorities as prisoners. The greater part of the *wangkang's* cargo consisted of gunpowder, opium and salt, while her papers showed that she sailed under the Siam flag, and had cleared sometime previously from Singapore for Sarawak.

A TERRIBLE AMOK IN SINGAPORE.

An amok of an appalling nature and one which in point of loss of life has not been equalled in Singapore for many years, occurred on the 4th inst., says the *Free Press*.

About half-past eight, a Malay, named Ibrahim, living at No. 2 Little Cross-st., was seized with that sudden lust for blood common to smokers, and, aiming himself with a sharp spear-head, fastened on the top of a long pole, he at once attacked a woman, who was in the house at the time, with this deadly weapon, wounding her in a fearful manner in the stomach. Streaming with blood the unfortunate female rushed out into the street, where she fell dead. The man now broke down a partition leading into the next house, where a Malay family lived. They, hearing the noise, were enabled to escape in time, all but two unfortunate, a man named Haji Ali, who was caught by Ibrahim and stabbed in the back, dying on the spot, and a woman named Netaja, whose stomach he ripped open with the spear-head, causing instant death. From this house the murderer now made his way down into the street, where a little Malay boy, named Eusope, was walking quietly along, and on him he at once vented his fury, slashing him in the right shoulder, and causing other terrible injuries which resulted in almost immediate death for the poor lad. The next victim was a man, Jah Kasah, another Malay, with whom Ibrahim came in contact in the road opposite Little Cross-st. and who he attacked, running him through the neck, and wounding the unfortunate man in such a manner that, when the spear was withdrawn from his body, he dropped dead. The course of the murderer now lay along Arab-st., and here another Malay man met with his death, though this unfortunate's name is at present unknown to the police.

From here, onwards, the amok continued his deadly run, soon meeting a Chinaman, by name Chu K. Kee, whom he ran through the left side in a dangerous manner. Leaving this victim weltering in his blood in the street, Ibrahim turned down Haji Lane, where he met a number of persons, at present unknown, whom he hacked and cut at indiscriminately, until the track behind him was literally one of wounded and bleeding people. How many the murderer attacked here, the police were at first unable to find out, but it appears on enquiry at the General Hospital, that ten cases have been received there, and of these, one is already dead.

How the amok was stopped is not known, but he must have been knocked down by some spectator of the fearful tragedy, for he was found by a Bengali constable in Haji Lane, lying on the drain, and badly wounded. The constable, with great presence of mind, saw the desperate man, and at length with other help, got him into a riksha and proceeded with him to the Police Station, but before reaching there he died. The amok had a wound on his head about two inches in length, which was evidently a serious one, and was doubtless the cause of his death.

Ibrahim is a Malay man and he has been living at 2 Little Cross-st. for two months past. He is said to have had friends and to have exercised no general calling, but he appears to have been a sort of doctor, going about amongst the natives, and practising cures by means of certain peculiar devices of his own.

Inspector Macnamara and Sgt. Ashby were early on the scene, rendering efficient aid to the wounded, who were at once sent to the General Hospital, and making the fullest enquiries as to the manner in which the victims met with death.

As far as we can gather, the list of dead is at present six, whilst nine persons lie grievously wounded at the General Hospital, some of whom may not live through the day. Next day's issue of the *S. F. P.* contains the following later news:—

On enquiry at the General Hospital this morning, it appears that two of the persons wounded in yesterday's amok have succumbed to their injuries. This brings the death list of victims up to eight, whilst the other seven wounded, now lying at the General Hospital, are in a grave condition and it is feared that two, or three, at least, may not live.

NETHERLANDS INDIA NEWS.

(From the *Straits Times*.)

OUTLANDERS IN BORNEO. The Batavia *Newsblad* dwells upon the dangers arising from Outlanders in Dutch Borneo. That island will soon be connected with Java by cable from Banjarmasin on the south coast. The Shell Transport and Trading Company, which works petroleum fields at Cotia on the east coast of Borneo, wants a cable of its own from there to Java, and is moving the Netherlands India Government on the subject. The question naturally rises: Why should these British outlanders have this privilege? Cotia is a Dutch vassal state which has done very well without cable communication of the kind desired. Other places close by have greater need of a cable. The Shell Company thinks however, that the business it is doing in that quarter is well worth a cable. It had asked that oil from Cotia should be shipped from there to Java under the British flag—a privilege that the Dutch law does not allow—the moment Cotia is brought more directly under Netherlands sovereignty. Now the Shell Company wants a cable to be laid at its own cost should the Government shrink from the expense. In case of failure to gain its end, so that journal thinks, the Company will be sure to say that the Dutch Government shuts the door to British enterprise in Borneo. The point is made that the Dutch Government should keep a sharp eye on Outlanders in the outlying islands and put them down in time.

STEAMER ENTERPRISE. The Royal Packet Navigation Company has taken in hand the starting of a new steamer line to connect Java with China, Japan, and North America. Some years back, the Company made a move in that direction and worked a Java-China line which proved to be so unprofitable that it had to be abandoned. Since then, trade between Java and China and Japan has steadily increased. The idea of resuming the line has often been brought up in consequence, but Dutch capitalists failed to see any profit likely to result from investment in such an enterprise. Upon this the Company turned to the Minister for the Colonies in Holland, and asked for a Government subsidy to enable it to resume the Java-China run. The Minister proved to be so favourably inclined that the Company took further steps. Its agent at Singapore was commissioned to proceed for inquiry to China, Japan, and San Francisco, which will be the terminus of the proposed line. But San Francisco will not be included among the ports to be called at, until thorough inquiry has shown that the line has strong chances of success, and that the known difficulties to be met with in China and Japan ports can be easily overcome. So far the preliminary investigation has resulted satisfactorily.

NOTANDA.

CALENDAR.

JUNE.
Meteorological means based on fifteen years' observations to 1898.
Barometer 29.764
Thermometer 80.7
Humidity 83.0
Rainfall 16.496

WEATHER REPORT.
On date at 10 a.m. On date at 4 p.m.
Barometer 29.64 29.56
Temperature 83 85
Humidity 75 70
Rainfall 70

TO-DAY.
Wednesday, 12th June, 1901.

Chinese—26th of 4th moon of 27th year of Kwang-si.
Sun—Rises 5hr. 17min.
Sets 6hr. 41min.
High water—Morning 4hr. 58min.
Afternoon 5hr. 33min.
Low water—Morning 11hr. 43min.
Afternoon 11hr. 7min.

ANNIVERSARIES.

1844—Sir H. Pottinger left the Colony for Europe.

1885—Loss of steamer *Marlborough* near Hainan Head.

1894—Annexation of Pondoland to Cape Colony.

1896—H.M.S. *Centurion* grounded in Shimonoseki Straits.

1897—Great Earthquake at Calcutta and in Assam. Great damage and much loss of life at the latter place.

1898—Malabar captured by the rebels. Spanish native regiments mutiny and kill their officers. Americans seize and occupy the outer harbour of Guantanamo.

1899—Meeting held in the H. of C. re construction of a tunnel to join England and Ireland.

TO-MORROW.
Thursday, 13th June, 1901.

Chinese—27th of 4th moon of 27th year of Kwang-si.

Sun—Rises 5hr. 17min.
Sets 6hr. 41min.
High water—Morning 4hr. 58min.
Afternoon 5hr. 33min.
Low water—Morning 11hr. 43min.
Afternoon 11hr. 7min.

ANNIVERSARIES.

1841—Death of Sir Humphrey Le Fleming, Seneschal at Hongkong.

1875—British s.s. *Carisbrook* seized by the Chinese Customs.

1878—Steam communication between Hongkong and North Borneo established.

1891—Imperial Edict condemning attacks on foreigners issued.

1898—Agreement between England and France re Niger concluded.

1899—Wreck of steamer *Amboina* near Ben-tuck Island, all lives saved.

1900—Trouble in the North. The Chancellor of the Japanese Legation killed by Chinese Troops.

AGENDA.

TO-DAY.
Cargo ex *Lightning* subject to rent.
Cargo ex *Chusan* subject to rent.

TO-MORROW.
Noon—N. D. L. steamer *Hamburg* with mails etc., leaves for Southampton.

Noon—C. & Co's steamer *Bornida* leaves for Bombay via Singapore etc.

4 p.m.—I. C. Co's steamer *Loongsang* leaves for Manila.

SATURDAY, 15th.
A. L. S. N. Co's steamer *India* leaves for Fiume and Trieste.

3 p.m.—D. S. & Co's steamer *Lightning* leaves for Indian Ports.

5 p.m.—C. M. Co's steamer *Diamante* leaves for Manila.

SUNDAY, 16th.
The O. S. K. Co's steamer *Daijin Maru* leaves for Coast Ports.

MONDAY, 17th.
Cargo ex *C. Ferd. Laie* subject to rent.

TUESDAY, 18th.
Noon—U. S. Co's steamer *Peru* leaves for Honolulu via Shanghai, etc.

WEDNESDAY, 19th.
Daylight—The O. S. K. Co's steamer *Anping Maru* leaves for Coast Ports.

5 p.m.—A. L. Co's steamer *Maria Valerie* leaves for Japanese Ports.

SATURDAY, 22nd.
Noon—P. & O. Co's steamer *Parramatta* with mails etc. leaves for Europe.

WEDNESDAY, 26th.
Noon—C. P. R. Co's steamer *Empress of India* with mails etc., leaves for Vancouver B.C.

THURSDAY, 27th.
Noon—E. & A. Co's steamer *Africa* leaves for Australian Ports.

Noon—U. S. Co's steamer *Coptic* leaves Honolulu via Shanghai, etc.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave. Friends will much oblige by giving this information.

June 3rd.
Mr. J. McGinty, Chief Officer of the *Emeralda* has been promoted to Captain of that vessel.

Mr. P. G. Ashion, Second Officer of the *Perla* has been promoted to Chief Officer.

Mr. P. Skellan, Third Officer of the *Perla*, has been promoted to Second Officer.

Mr. G. A. Morse has been appointed Third Officer of the *Perla*.

June 4th.
Mr. E. B. Hankey, Chief Engineer, s.s. *Chesapeake*, has been transferred to s.s. *Chesapeake*.

Mr. McGavin, Chief Engineer, s.s. *Chesapeake*, has been transferred to s.s. *Woosung*.

Mr. T. A. Kyle, Chief Officer, *Hoihow*, is transferred to the *Tungchow*.

Mr. J. Harris, 2nd officer, *Pekin*, is transferred to the *Newchwang*.

Mr. P. Callen, 2nd officer, *Newchwang*, is on leave.

Captain W. McClure, late *Pechili*, is transferred to the *Linsing*.

Mr. J. R. Hynes has gone 3rd officer, *Taitung*.

Mr. F. Davis, superintendency and officer, *Woosung* has gone and officer, *Kingling*.

Mr. H. Good, chief engineer, *Gladora*, is transferred to the *Esang*.

Mr. A. Spiers, acting chief engineer, *Esang*, is award orders.

Mr. D. E. McIntyre and engineer, *Wachang*, is award orders.

Mr. J. W. Williams, acting chief engineer, *Hoihow*, is on leave.

Mr. W. Thomson, 2nd officer, *Kalgan*, has gone chief officer, *Hoihow*.

Mr. E. L. Jones, and officer, *Pekin*, is transferred to the *Kalgan*.

Captain W. J. Miller, *Paoting*, is on leave.

Captain P. Garnick, from leave, has gone in command of the *Paoting*.

Mr. Shane has gone 2nd officer, *Szechuen*.

Mr. J. W. Williams, acting chief engineer, *Hoihow*, is on leave.

Mr. W. Thomson, 2nd officer, *Kalgan*, has gone chief officer, *Hoihow*.

Mr. E. L. Jones, and officer, *Pekin*, is transferred to the *Kalgan*.

Captain W. J. Miller, *Paoting*, is on leave.

Captain P. Garnick, from leave, has gone in command of the *Paoting*.

Mr. Shane has gone 2nd officer, *Szechuen*.

Mr. J. Lennox, 2nd officer, *Pekin*, is transferred to the *Kueilin*.

Mr. H. O. Pritchard, 2nd officer, *Kueilin*, is on shore.

June 7th.
Captain Blackland has been appointed to the *Perla* to the *Emeralda*.

J. Williamson has been promoted 2nd engineer of the *Emeralda*.

I. Clark has been appointed 3rd engineer of the *Diamante*.

June 8th.
Mr. Strelly, 3rd engineer of the *Chelydra*, has been appointed 2nd engineer of *Taitung*, vice Mr. Hutchinson, resigned.

June 10th.
E. J. Stoddart, chief engineer of the *Diamante*, has gone home.

A. Wylic and engineer of *Emeralda* has been promoted chief engineer *Diamante*.

Mr. Tindall, chief officer *Tai hun* has been transferred to the *Chungking*.

Mr. Stephen Cate, 2nd officer *Taitung* has been promoted chief officer of the same ship.

Mr. C. Stuart, 2nd officer *Fushun*, has been transferred to the *Taitung*.

June 11th.
Mr. H. P. Vincent, 2nd officer, *Pekin*, is transferred to the *Chihli*.

Mr. A. J. Philbey, 2nd officer, *Chihli*, is transferred to the *Pekin*.

Mr. J. D. James, chief officer, *Chungking*, is transferred to

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SHINANO MARU J. E. P. Cook.	MARSEILLES, LONDON & BARRROW, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.	FRIDAY, 14th June, at Daylight.
KAGOSHIMA MARU K. Kori.	MOJI, KOBE and YOKOHAMA.	TUESDAY, 18th June, at Noon.
SADO MARU W. Thompson.	KOBE and YOKOHAMA.	FRIDAY, 21st June, at Daylight.
YAWATA MARU A. E. Moses.	NAGASAKI, KOBE and YOKOHAMA.	FRIDAY, 21st June, at Noon.
MIKE MARU M. Vagi.	BOMBAY, VIA SINGAPORE and COLOMBO.	FRIDAY, 21st June, at Noon.
HITACHI MARU G. Anderson.	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.	FRIDAY, 28th June, at Daylight.
ROSETTA MARU N. Tate.	SYDNEY and MELBOURNE, VIA TOWNVILLE, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	FRIDAY, 28th June, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 4th June, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 4th July, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 30th July, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 24th Aug., at Noon.

THE Twin Screw Steamship

"AMERICA MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on THURSDAY, the 4th July, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 11th June, 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-class Steamships "INDRAVELLI," "INDRAPURA," "KNIGHT COMPANION," &c.

HONGKONG and PORTLAND (OR.) Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship

"INDRAVELLI" will be despatched for PORTLAND (OR.) on TUESDAY, the 18th instant.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through Rates of Freight and further Information communicate with, or apply to ALLAN CAMERON, General Agent, or to

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE:

Via

The Overland Railways, and Atlantic and other Connecting Steamers.

Via Inland Sea of Japan and Honolulu.

PROPOSED SAILINGS FROM HONGKONG.

"PERU"	TUESDAY, 18th June, at Noon.
"COPTIC"	THURSDAY, 27th June, at Noon.
"CITY OF PEKING"	SATURDAY, 31st July, at Noon.
"GAELIC"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 6th August, at Noon.
"DORIC"	THURSDAY, 15th August, at Noon.

THE P.M. Company's Steamship "PERU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 18th instant, at Noon, taking Freight for Japan, the United States, and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

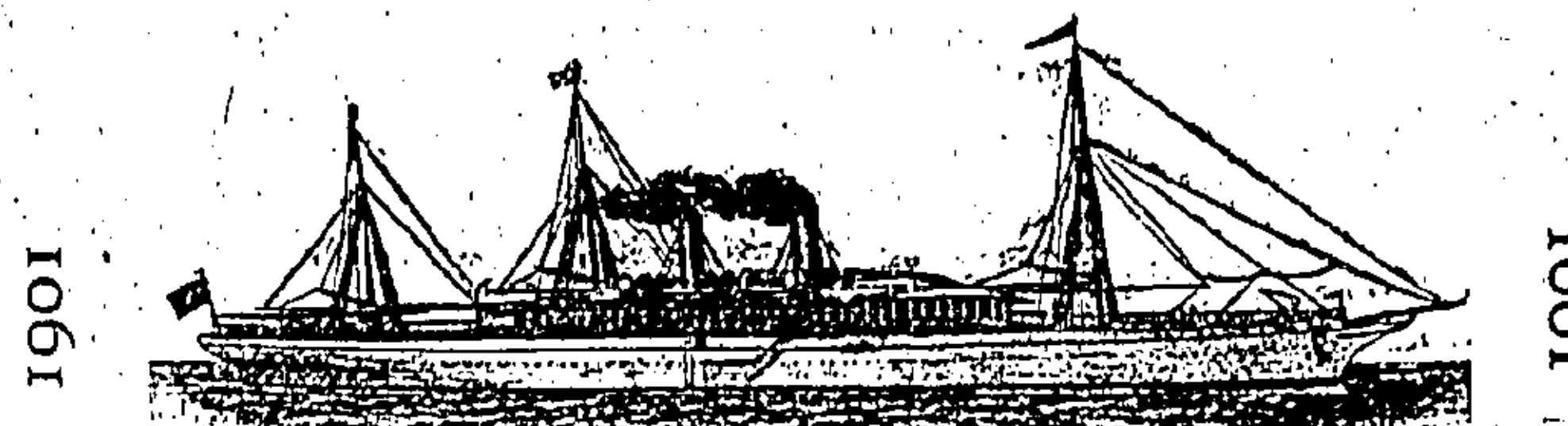
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 1st June, 1901.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 26th June.
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R.	WEDNESDAY, 17th July.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.	WEDNESDAY, 7th August.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pender's Street.

Hongkong, 5th June, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NUERNBERG...Mayer	HAVRE and HAMBURG (Calling at SINGAPORE)	{ 25th June. } Freight.
SAMBIA...Schmidt	HAVRE and HAMBURG (Calling at SINGAPORE)	{ 25th July. } Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE.

No. 1, Queen's Building.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL
SHANGHAI.....	"WOOSUNG"	13th instant.
SHANGHAI.....	"WHAMPONG"	21st instant.
TIENSIN.....	"NANSHANG"	On or about 30th instant.
MANILA.....	"TAIWAN"	On or about 14th July.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.....	"TAIWAN"	On or about 14th July.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly-qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 12th June, 1901.

[51c]

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL.....	"GLAUCUS"	13th June.
"	"ALGIBUS"	15th June.
"	"ITIO"	16th June.
"	"PELEUS"	15th June.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL
LONDON.....	"MACHAON"	25th June.
"	"PROMETHEUS"	15th July.
"	"ALGIBUS"	23rd July.
LIVERPOOL (DIRECT).....	"GLAUCUS"	About 15th July.

(Taking Cargo at LONDON RATES).

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 12th June, 1901.

[12]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIGI MARU," Captain K. Sobatama, will be despatched for the above Ports, on SUNDAY, the 16th instant. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 10th June, 1901.

[226c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 19th instant, at Daylight. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 6th June, 1901.

[327c]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Belgian King... 3,379 | about | June 29

THE Steamship

"BELGIAN KING," will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOJI, KOBE, YOKOHAMA and HONOLULU, on or about the 20th instant.

Through Bills of Lading issued to any point in the United States. Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Ports beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further Information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

18th May, 1901.

[184c]

"GLEN" LINE OF STEAMERS.

FOR NEW YORK.

THE Company's Steamship

"GLENARTNEY," Captain Warner, will be despatched for the above Port, on or about the 26th June, 1901. For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 18th June, 1901.

[549c]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"INDRANI," will be despatched as above on or about the 25th June. For Freight, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 16th May, 1901.

[529c]

"GLEN" LINE OF STEAMERS.

FOR LONDON.

THE Company's Steamship

"GLEGARRY," Captain J. S. Stevenson, will be despatched as above on FRIDAY, the 28th June. For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 29th May, 1901.

[579c]

SHEWAN, TOMES & CO'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARARA," will be despatched for the above Port on or about the 1st August. For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 10th June, 1901.

[594c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG," Captain Weigall, will be despatched as above TO-MORROW, the 13th instant, at 4 P.M. This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 10th June, 1901.

[609c]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING," Captain J. G. Spence, will be despatched for the above Ports, on SATURDAY, the 15th instant, at 3 P.M. For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, 10th June, 1901.

[614c]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"DIAMANTE," Captain A. Ramsay, will be despatched as above, on SATURDAY, the 15th instant, at 5 P.M. The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light. A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 11th June, 1901.

[614c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FUME AND TRIESTE.

(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, MADRAS, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"INDIA," Captain Ghezzi, will be despatched as above on TUESDAY, the 18th instant, P.M. For Information as to Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, 8th June, 1901.

[528c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"MARIA VALERIE," Captain Berberovich, will leave for the above places, on WEDNESDAY, the 19th instant, P.M. For Freight or Passage, apply to SANDER, WIELER & Co., Agents.

Hongkong, 11th June, 1901.

[617c]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship

"AIRLIE," Captain St. John George, will be despatched as above on THURSDAY, the 27th instant, at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried. N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY, and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 10th June, 1901.

[594c]

JUST OPENED.

A FINE Consignment of FRENCH PRESERVES of a well known make.

Quality will speak for itself. H. RUTONJEE, 5, D'Almeida Street, and 72 & 74, Elgin Road, Kowloon.

